

REMARKS

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PUBLICATION,

INTITLED THE

"CASE *of the Merchants, &c.*

"OF THE TOWN OF

"KINGSTON - *upon* - HULL."

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H U L L:

PRINTED BY GEORGE PRINCE,

1787.

M. E. M. A. R. K. S.

PUBLICATION

PRINTED AT THE

PRINTED BY GEORGE P. BAKER

1787

R E M A R K S

ON A

P U B L I C A T I O N, &c.

A PRINTED paper having been distributed in HULL, intitled the “CASE of the Merchants, Ship-Owners, and principal Inhabitants of the Town of Kingston-upon-Hull, and others interested in the Trade and Shipping of the said Port”—wherein the DOCK-COMPANY of that place are accused of soliciting and obtaining, upon “erroneous Estimates,” the ACT of the fourteenth year of the reign of his present MAJESTY, commonly called the DOCK-ACT; and of improper conduct in the execution thereof: In order that Charges so groundless may not create prejudice in the minds of such persons as are desirous of forming their opinion according to Truth and Justice, the following REMARKS on the said Charges, are submitted to the consideration of the Public, in the Name, and under the Authority, of the DOCK-COMPANY.

BUT previous to any animadversions upon these Charges, it will be necessary to mention some particulars, relative to the origin and progress of the great Undertaking for making a DOCK and LEGAL QUAY at HULL.

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IN the first place it must be observed, that the Inhabitants of HULL, during many Years, were, from various causes, adverse to the establishment of a LEGAL QUAY. Some imagined the scheme to be chimerical, and that loss, not profit, would result from it: Others were apprehensive of a diminution in the value of their property, which being situated in another part of the Town, would not be connected with the intended Dock: Others were so unwilling to submit to that alteration in the mode of doing business in the Old Harbour, which had been repeatedly desired by the Revenue Boards, that a contest on that subject, between the Commissioners of the Customs, and the Town of HULL, continued from the year 1746 to 1772, as will fully appear from the correspondence of the Collector and Comptroller, for the time being, with the Board of Customs.

IN the year 1772, this matter, of so much importance, assumed a very serious aspect indeed; for it was then signified by the Commissioners of the Customs, to the Collector and Comptroller, that unless the Town of HULL, would immediately co-operate with the Board of Customs, in the establishment of a LEGAL QUAY at HULL, they (the Commissioners) were determined to establish a LEGAL QUAY at some other place, connected with the River Humber. At the same time the Merchants of GAINSBOROUGH, presented a Memorial to the Lords of the Treasury, soliciting the establishment of a LEGAL QUAY at their Town. This Memorial was introduced and strongly enforced by LORD GOWER, with all the weight of interest which that Noble Lord is known to possess.

DURING this imminent danger to the Town of HULL, the *Corporation of the Mayor and Burgeffes*, very wisely accepted the offers of the Commissioners of the Customs, communicated through Mr Corthine; and thereupon allotted
to

to the Trinity-House, and such Inhabitants of the Town, as were willing to subscribe, Shares, into which the undertaking was intended to be divided. Afterwards when a sufficient number of the Inhabitants of HULL, could not be induced to become Subscribers, recourse was necessarily had to persons resident in other places, to complete the Subscription.

THUS open and public were the circumstances that led to the original Institution of the DOCK COMPANY, at KINGSTON-UPON-HULL. And the Members who at present constitute that Company are firmly persuaded, neither the Corporation, nor those to whom that Body allotted Shares, were guilty of any deception whatever; and they are certain, that the expectations of Government, with regard to an increase of the Revenue, have been fully answered.

HAVING thus stated the *Causes* which contributed to the making of the Dock, and the establishment of a LEGAL QUAY at HULL, it will be proper to proceed to a discussion of the *Charges* in the order in which they are printed.

ANY observations upon the *manner* in which the Act is recited in the "CASE," are unnecessary. Let the *whole* Act speak for itself, clearly and plainly, without any *garbling* to answer particular purposes.

FIRST CHARGE, INTITLED

*"Grounds for a Revival of the Act," and "Estimates of the
Expence erroneous."*

IN respect to this Charge, the DOCK-COMPANY can truly assert, they have not exercised any powers opposite to the clear and express provisions

provisions of the Act; but on the contrary, by making the Dock and QUAY *considerably larger* than the dimensions required by the Act, and by giving every possible accommodation to the Trade of the Port, "*they have complied with the general design of the Legislature.*"

HERE it may be properly remarked, that to the conduct of the DOCK-COMPANY, in executing the directions of the Act, the Corporations of the Mayor and Burgesses, and of the Trinity-House, have given, at least, a *tacit* sanction; for those two Bodies being Proprietors of twenty Shares, are intitled to twenty votes: Three Members are deputed by each Corporation to act and vote as their representatives at the meetings of the Commissioners: But in no one instance have the said Corporations, or either of them, by any vote of their delegates, objected to, or opposed the proceedings of the DOCK-COMPANY, at any meeting either of the Company, or of the Commissioners.

THE Charge of making *false Estimates*, the DOCK-COMPANY absolutely deny. The Estimates were made by MR WOOLER, by order of the Commissioners of the Customs, before that Honourable Board made their offers to the Corporation of the Mayor and Burgesses, and when examined, will appear to have afforded no great encouragement to the speculation. But whatever they were, the DOCK-COMPANY are not in the least responsible for them; for that Company was not instituted, until about fifteen months after the Corporation accepted the offers of the Commissioners of the Customs.*

WITH regard to the "*extensive and valuable Military Works,*" as they are termed, they certainly were not of any material utility, in
their

* *Vide* Appendix No. 1,

their then state; yet had they been of much greater value than they really were, the offer of them, together with the addition of 15,000*l.* was voluntarily made by Government; and it will appear, from the increase of the Revenue, that, in this particular, neither their judgment was ill founded, nor their liberality improperly applied. It was not any partiality to the Town of HULL that induced Government to hold out those rewards;—Bristol, Liverpool, and other Ports would have had an equal claim to their bounty, if an attention to the *general accommodation of Trade* had been the *chief* object of Government: In fact, the donations to the Town of HULL were *principally* for the purpose of introducing the same mode of collecting the Revenue, by means of a LEGAL QUAY, as was practised in every other port of the kingdom.

SECOND CHARGE, INTITLED

*“ The Profits of the Subscribers ought to have been limited,
 “ and the provision in the Act for regulating the Tolls
 “ reposed in disinterested Persons.”*

THIS Charge sets out with asserting that “ *the Profits to which each Subscriber is intitled under the Act, are granted without any limitation.*” It is not more difficult to perceive for what purpose this Charge is made, than it is to prove that it is totally groundless. It is only necessary to refer to the DOCK - ACT;—it may there be seen that the Rates or Duties are ascertained and LIMITED—and, of consequence, the PROFITS also are LIMITED. As to the proposition of reposing the regulation of the Tolls in persons not interested, that is really so idle, and totally inapplicable to works of this magnitude, as not to deserve any notice:—For what person would have risked his property in an under-
 B taking,

taking of such extent, and so uncertain in its issue, under a controul so arbitrary?

THE great difficulty in completing the Subscription, under the present restrictions of the Act, is in the memory of those Inhabitants of the Town who were acquainted with the origin of the Work: And Mr. CHANDLER, at present a respectable Officer of the Corporation, may be asked, how many weeks he continued to sit in the Guild-Hall in HULL, for the purpose of receiving Subscriptions, and how many public notices were issued without producing the desired effect.

THIRD CHARGE, INTITLED

"The very flourishing state of the DOCK-COMPANY."

IT is admitted that (in the year 1778) the works were completed in a period of four years, although the Act allowed the DOCK-COMPANY seven years for that purpose. It is also true that the Members of the DOCK-COMPANY have advanced 250l. on each Share; but surely the interest of money, a consideration of importance in a mercantile Town, together with the risque, the individual attendance and industry of the DOCK-COMPANY, ought to be included in the account;—and to the assiduity of the Company the Report of Messrs SMEATON and WOOLER bears sufficient testimony.* The *nominal* Shares in the Act were 500l. each, or "*as much in lieu thereof*" as might be requisite: Yet it may be safely urged, that, by less active and attentive managers (such as too frequently undertake Bridges, Drainages, and other Public Works) the whole sum of 500l. on each Share would have been expended; and the benefits arising to Trade and the Revenue, have been deferred until after the completion of the seven years.

THAT

* *Vide* Appendix, No. 2.

THAT part of the Charge which accuses the DOCK-COMPANY of refusing to render to the Mayor and Burgesſes any account of the annual Duties for ſeveral preceding years, can only be made for the purpoſe of deception. The Act directs that the TREASURER to the COMPANY ſhall, within two calendar months after every annual meeting, deliver, *when requested*, to the perſons intereſted, a printed account of the receipts and diſburſements ſettled and allowed, and of the dividend declared and fixed at ſuch annual meeting. To the TREASURER therefore ſhould the application have been made, (and to him the DOCK-COMPANY deſired the Mayor and Burgeſſes to apply*) and he has *annually* offered to print the Account, but the Proprietors have hitherto deemed it unneceſſary.

THE Property of the DOCK-COMPANY is the next object of conſideration; but this, like other matters, is in general, greatly miſtated.—To the Statement of the value of the two firſt articles, viz. Mr *Blaydes's* Shipyard, and the Houſes rented by *John Norman and others*, the DOCK-COMPANY have no material objections to offer. But, as to the Warehouſes, built for the convenience of Trade, ſurely theſe wild calculators cannot recommend to the DOCK-COMPANY to ſeparate them by a ſale, from the ſervice of the QUAY. With regard to the parcel of Ground which is ſaid to contain 10 Acres, 1 Rood, 27 Perches, and is eſtimated at 20,000l. the DOCK-COMPANY can only ſay, they will be obliged to any Broker who will diſpoſe of ſuch part of it, at that rate, as can be ſeparated from the ſervices of the Dock. This ground, a conſiderable part of which muſt always be retained in its preſent ſtate, for the exigences of the Dock, was purchaſed for laying ſoil, rubbiſh, utenſils and materials upon, “and for other the purpoſes of the Act,” at a price, that, in the opinion of the Sellers, was adequate
and

* *Vide* Appendix, No. 3.

and beneficial;—as a convincing proof of this, no compulsive powers of a Jury, which the ACT allowed the DOCK-COMPANY, were ever exercised on this occasion: The Buyers and the Sellers treated in a fair, open manner, to the satisfaction of both parties.

THE *gross amount* of the Duties on Shipping is unfairly introduced. The *net proceed* ought to have been stated.—Not more than twenty of the original Subscribers are now remaining: The successors of the others have no great reason to boast of enormous profits: And it ought to be considered that the Works are constantly liable to such accidents as could only be repaired at the expence of many Thousand Pounds.—*Such is the flourishing state of the DOCK-COMPANY!*

FOURTH CHARGE, INTITLED

*“ The present Dock inadequate to the accommodation of Shipping.
 “ Inconveniencies arising from the crowded state of the
 “ shipping, greatly prejudicial to Trade and detrimental to
 “ the Revenue.”*

FROM an attentive perusal of the ACT, it is evident that the *Haven or Old Harbour* is intended to remain, as it always has been, the PORT of KINGSTON-upon-HULL. The Dock cannot certainly be regarded in any other view than as an *appendage to the Port* for the general convenience and additional accommodation of the Shipping thereof. That this was the design of the Legislature, will appear from an examination of several Clauses in the ACT, particularly those respecting—the power of the Dock and Haven Master—the mooring of three ships *only* in a tier—the Sufferance Quays, with many others. In regard to the crowded
 state

state of the Shipping in the Dock, that must necessarily happen in the winter months, if no Ships are directed by the Dock and Haven Master to lie in the *Old Harbour*.*

With regard to the cleansing of the Dock, the *Mud Engine* now used for that purpose, and worked at an annual expence of near 500*l*. is much more efficacious than any Reservoir can possibly be. Yet if any *Engineer* can recommend to the DOCK-COMPANY a more effectual mode of cleansing the Dock, they will certainly adopt it.—As to the insinuation of detriment to the Revenue from the state of the Dock, let the increased receipts of the Revenue speak for themselves, from the first year (viz. Jan. 1st, 1780) in which the business of the Port was transacted on the LEGAL QUAY, to the present time.

FIFTH C H A R G E, INTITLED

“ Most alarming Consequences to be apprehended from fire.”

The danger from fire, which is here related with so many aggravated circumstances, is considerably lessened by the precautions of the DOCK-COMPANY, in appointing nightly Watchmen, and in ordering the fires on board the Ships to be extinguished at an early hour in the evening, on the ringing of bells. And it may be observed, in the greatest part of the Dock, the sediment being very inconsiderable, there is a sufficient depth of water to sink any vessel that may accidentally take fire.

To the complaint of the narrowness of the Lock, it is answered, that at the time of making the Dock, the Lock was constructed of a sufficient width for the reception of the largest Merchant Ships in England, East-India Ships alone excepted; and as an additional proof of the impropriety

* *Vide Appendix, No. 4.*

priety of this objection, it is well known, that in the course of seven years, not more than *three* Ships have been found too large for admission into the Dock. The Lock was made thirty-six feet in width, in opposition to the advice of the Engineers, who, from the uncertainty and danger of the foundation on which the Walls are built, recommended one of thirty-four feet only.

MR WOOLER, both in his surveys and estimates taken by order of the Commissioners of the Customs, and in his opinion delivered on the nature of the soil, and the risque of the Undertaking, uses the following expressions, "*it is a loose filling soil of no manner of tenacity,*" and indeed so it has proved, for in the year 1785, the DOCK-COMPANY were obliged to take down and rebuild, one side of the LOCK-PIT at the expence of near 700*l.* and in 1786, the other side at nearly the same expence. Here it is not improper to mention the *great danger*, that the Wall on the North-side of the Dock may soon fall. Whenever this happens, an expence of 5000*l.* and upwards will be incurred in reinstating it. And yet it has been asserted, that the DOCK-COMPANY had not, nor now have, in this Undertaking, any *risques* to apprehend, or any *natural difficulties* to encounter.

SIXTH CHARGE, INTITLED

"An immediate extension of the Dock become necessary."

An immediate extension of the Dock does not appear to be necessary, if as has already been stated, the *Haven* or *Old Harbour* is still to be considered as the PORT of KINGSTON-upon-HULL; and it certainly was not expected at the time of passing the Act, that the Dock alone
should

should contain all the Shipping of the Port, nor that the *Old Harbour*, in which the whole business of the Port had been formerly conducted should be entirely abandoned.* The DOCK-COMPANY are justified by the Dock-Act, in considering the *Old Harbour* as jointly connected with the Dock for one common object, viz. the general accommodation of the Trade and Shipping of the Port. And whenever it shall be thought necessary to make that use of the *Old Harbour* which it will admit of, under the Direction of the Act, upwards of *Sixty* Ships of the largest burden may be moored in it; but if only about one half of that number of Ships were removed out of the present Dock into the *Old-Harbour*, all appearance of the necessity of an extension of the Dock, from the crowded state of the Shipping, and of consequence from the apprehension of fire, would be removed.

As to the part of this Charge which states the DOCK-COMPANY have never returned a *satisfactory* answer to the applications of the Merchants, and others, it is a fact of public notoriety, that after the Memorial of the 7th of January 1786 had been presented, the DOCK-COMPANY readily nominated three of their Body, to confer with three Gentlemen appointed by the Memorialists, upon the subject of an extension of the Dock. The result of that conference was a series of propositions approved by the Delegates of both parties, and by them communicated to, but rejected by, a meeting of the Inhabitants, which neither from number nor importance could be considered as expressive of the general sentiments of the Town. It is also equally notorious that not only on that occasion, but at several subsequent meetings, *Sir Henry Etherington, Bart.* the Chairman of those meetings, *publicly* declared his approbation of those propositions.

SEVENTH

**Vide* Plans in the Appendix.

SEVENTH CHARGE, INTITLED

*"Reasons in support of the Claim, the Public have on the
DOCK-COMPANY for the accommodations required."*

UPON the first part of this Charge, animadversions have already been made, in the course of these Remarks. In respect to the other part, which alleges that "*the Crown was deceived in the Grant,*" the authentic documents in the Appendix, with others in the possession of Individuals, fully refute an assertion so false and unjust. The Corporation of HULL made the bargain with Government on the most honourable terms. A LEGAL QUAY was earnestly desired by the Revenue Boards,* who then were, and now are, satisfied with the contract, and the MANNER in which their object was obtained.

As to a reduction of the Tolls, it may fairly be affirmed, that the dividends received by the Proprietors of the Dock, do not warrant any supposition that the present Tolls are too high, or that the profits of the Company are exorbitant. The Clause for lowering the Tolls, and raising them again, as the Proprietors may judge expedient, is a common Clause in all Acts of this nature (as in the *Air and Calder Act*, &c.) and had it not been inserted, it would have been in the power of any single Proprietor to have objected to a reduction of the Tolls, however urgent might be the necessity.—And it may not be improper in this place to mention, that the DOCK-COMPANY, from a desire to promote the mercantile interest of the Port, have never yet received more than two THIRDS of the *Wharfage Rates* on Goods, which the Act gives them a power to receive.

EIGHTH

* *Vide Appendix No. 5.*

EIGHTH CHARGE, INTITLED

"Supposed objections on the part of the DOCK-COMPANY answered."

THAT the FAITH of PARLIAMENT is a firm ground of dependance, no Englishman will ever hesitate to maintain. In their reliance on that Faith, the DOCK-COMPANY are justified by the punctual fidelity with which they have executed their engagements with Government, under Parliamentary sanction. The motives that induce them to expect the support and protection of Parliament are well founded, and will be adduced whenever the necessity of self defence may render it necessary.—The many articles of calculation in this Charge are very unimportant, and as little applicable to the present question, as the quotation from LORD COKE is to the doctrine which it is intended to support.

IN reply to that part of the Charge relative to the conduct of those "*subscribers who happened to be so timorous as to sell out*" and who left this then dangerous and doubtful Undertaking to others, who shewed a due regard to their personal assurances made at the Treasury; the names of those "*timorous subscribers*" are given in the Appendix,* and their opinion of the Undertaking may be ascertained by the value they fixed on their property at the time they disposed of it. There is not at present any necessity for enlarging on the probable motives of those Gentlemen, "*in selling out,*" and as two of their number have lately repurchased Shares in the Undertaking at a price of 500gs. each Share; it may reasonably be imagined, that however "*timorous*" their former conduct may have been, they are now actuated by the laudable desire of supporting the DOCK-COMPANY in the present moment of apparent danger.

The

* *Vide Appendix, No. 6.*

THE ostentatious detail of the many instances in which the conveniences of individuals in all matters of Legislature must give way to the good of the public, is scarcely deserving of a serious answer. It is admitted in general, that the *Public Good* is the *ultimate* object of all laws; yet equity and justice to private persons, certainly ought not to be disregarded in them. And surely the private property of those individuals who constitute the DOCK-COMPANY, ought not to be taken from them, upon the vague, erroneous and unwarrantable assertions of persons, unacquainted with the origin or progress of the business in question, or its present importance to the security of the Revenue, and to the benefit of Commerce.

NINTH CHARGE, INTITLED

"The Demands of the Public equitable, and the finances of the Company amply sufficient to perfect an Extension."

THAT these fallacious assertions may be exposed to the censure they merit, it may be justly affirmed that the DOCK-COMPANY are not possessed of any surplus stock, or resources equal to the expenditure of 30,000*l*. For that is the sum requisite to gratify the expectations of their opponents.—Even the few remaining original subscribers would sensibly feel such an oppression; and to a much greater degree would it be experienced by those who have purchased Shares in the Undertaking, at a price that now yields them *not six per Cent*.—The DOCK-COMPANY therefore entertain no doubt of convincing those, whom it will be meritorious to convince, that the requisitions of their adversaries, which are asserted to be the demands of the public, are not equitable.

FROM

FROM this review of the Charges against them, the DOCK-COMPANY conceive themselves justified in concluding, that the Act by which they were incorporated was honourably procured; and that the purposes for which it was obtained, have been executed in such a manner, as to insure to themselves the favour of the Revenue Boards, the approbation of the impartial Public, and the protection of the Legislature.

By Order of the DOCK-COMPANY,

WM. HAMMOND, Chairman.

Dock-Office, Kingston-upon-Hull, }
February 2d, 1787.

APPENDIX.

A P P E N D I X.

N U M B E R I.

COPY of the Acceptance by the MAYOR and BURGESSES of the Town of KINGSTON-upon-HULL, of the Proposal made to them by the HON. the COMMISSIONERS of his MAJESTY'S CUSTOMS, through Jos. CORTHINE, Esq; Collector of the Customs at the Port of HULL.

Guild-Hall, HULL, 23d March, 1773.

“ P R E S E N T,

“ THE MAYOR, ALDERMAN SYKES, ALDERMAN ETHERINGTON,
“ MR. RECORDER, ALDERMAN SCOTT, ALDERMAN PORTER,
“ ALDERMAN BELL, ALDERMAN BOOTH, ALDERMAN BLAYDES.

“ R E S O L V E D,

“ **T**HAT this Corporation do accept of the Proposal made to them by the Com-
“ missioners of his Majesty's Customs, in their report dated the 4th of February
“ last, and now communicated to this Corporation by Josiah Corthine, Esq; and John
“ Mantle, Gentleman, relative to erecting Legal Quays and Wharfs, and other works in
“ the port of HULL, *subject to the particular provisions and regulations undermentioned*, and to
“ such other provisions and regulations as shall be thought reasonable, to be inserted in
“ a Bill to be carried into Parliament for effecting those purposes, and subject also to
“ any alteration in the said plan that may be approved of by the Lords of the Treasury
“ or the Commissioners of his Majesty's Customs, for erecting a Legal Quay and Wharf
“ on the West side of the Haven of this Town.”

“ *The*

" The Particulars referred to above."

" THAT goods called Sufferance Goods, viz. Hemp, Iron, Flax, Yarn, Timber, Raff, &c.
" and all Free Goods, and whatever is granted in the port of London, may be delivered
" in the *present Haven* upon abutments not exceeding fifteen feet, on wooden piles to be
" erected for that purpose. *And upon the dependence of that support from Government with*
" money, which Mr Cortline has intimated to them."

N U M B E R II.

Extract from the Report of Messrs. SMEATON and WOOLER, directed to the
HON. the COMMISSIONERS of his MAJESTY'S CUSTOMS.

November 24, 1779.

AFTER having reported that they had "carefully surveyed and examined the Works
" executed by the DOCK-COMPANY, in pursuance of the DOCK-ACT, during the
" four preceding days," they conclude in the following words.—"Lastly, the Public
" being now in possession of the objects required by the Act to be done, and within the
" limited space of seven years;—We do therefore report and adjudge, that the works
" of the said Basin or Dock, Quay or Wharf, are completed according to the intent and
" meaning of the said Act."

(Signed)

" JOHN WOOLER,

" J. SMEATON."

N U M B E R III.

Extract of a Letter from the Chairman of the DOCK-COMPANY, to Sir
Henry Etherington, Bart. MAYOR.

Dock-Office, 27th October, 1786.

" IN regard to your application for the Annual Accounts, which can only be demanded
" at the Expiration of the Year,—if you will peruse the DOCK-ACT *attentively*,
" you will there find that it is, to the Treasurer only, you can make your Requisition,
" and not to the DOCK-COMPANY—MR CORTLINE held that office until his death—
" since

"since that time Messrs PEASE and HARRISON—I have it in direction from the Dock-
"COMPANY to declare that they are ready on all occasions to give every information
"in their power, whenever that application shall be made in that open and generous
"manner, which applications for *real information* should be—and not for the purpose
"of *aggravation*.

I am, &c.

N U M B E R I V .

*An account of the Ships in the Dock at KINGSTON-upon-HULL,
January 20, 1787.*

79 Light Ships
24 Greenland Ships.
4 Loaded Ships
18 Ships Loading

125

(Signed)

THOMAS WESTERDELL

Dock & Haven Master.

Mr. THOMAS WESTERDELL the Dock and Haven Master, who is (according
to the Act) appointed to his office by the Corporation of the
TRINITY-HOUSE at KINGSTON-upon-HULL, having some doubts
in the exercise of his duty in the Haven or Old Harbour, the
opinion of the Recorder of HULL has been taken and is as
follows.

C O P Y .

" I AM of opinion that from the general Tenor of the Clauses (Pages 26, 50, and 36
" of the Dock-Act) above stated, the Dock and Haven Master hath sufficient au-
"thority to remove any Ship or Vessel out of the *Basen* or Dock into the Haven or
" Old Harbour, and so, *vice versa*, as often as occasion may require.

" 16th Jan. 1787."

" R. BEATNIFFE."

Number

NUMBER V.

The following are letters from Edward Hooper, Esq; one of the Honourable Commissioners of his Majesty's Customs, whose eminent Character entitles him to the greatest Respect—These Letters, altho' written to an individual, are of a public nature, and will evince the zeal by which the writer of them, Sir William Musgrave, Henry Pelham, Esq; and the other Commissioners were actuated for the improvement of the Revenue at the Port of HULL. They are also a justification of the conduct of those persons who, by co-operating with that Honourable Board, promoted the important object then in contemplation.

Custom-House, LONDON, 29th Feb. 1772.

"SIR,

"I HAVE had the satisfaction to receive your letter of the 22d, instant, on the subject of a LEGAL QUAY, and the enlargement of your Harbour at HULL. These points, both of great importance to Trade and Revenue, are much the objects of the Board's present attention; and I hope the measures we are taking there, will defeat the artifice of those who by postponing, mean, undoubtedly, to defeat the measure; we desire that both these objects may be promoted by the steps we propose to take, and that they may go hand in hand. If a QUAY could have been obtained, there would have been no opposition to the Enlargement of the Harbour when we met formerly at the Treasury.

I am, SIR, Your's, &c.

Mr William Hammond, HULL.

EDWARD HOOPER.

Custom-House, LONDON, 6th Nov. 1772.

SIR,

"I HAVE received and communicated to Sir William Musgrave, the acceptable letter you addressed to us, which came to hand on Thursday last.

"We are in daily expectation of an answer from the Collector and Comptroller of HULL, to a letter wrote them from this Board lately, on the subject of the intended Quay; and as soon as it comes, the contents of your letter (which are very material) shall be communicated to the Commissioners in general; who are, I well know, in the same sentiments you very properly express on this important affair. I am very glad it is in so fair a train of success.

"I am, SIR, Your's, &c.

Mr William Hammond, HULL,

"EDWARD HOOPER."

NUMBER VI.

A List (extracted from the Dock-Company's Transfer Book) "of those Subscribers who happened to be so "TIMOROUS as to sell out," and whose apprehensions of Danger to the Undertaking, happened to exceed their expectations of Profit, and induced them to sink the Interest of the money they had then advanced.

"Timorous Subscribers."			Shares
1774. June 24,	Mr. Valentine Budd,	Hull, transfered To Mr. William Mantle, Hull,	- - - 1
August 5,	John Porter, Esquire,	Hull, ——— To Philip Green, Esquire, Hull,	- - - 1
September 6,	Mr. Josiah Pricket,	Hull, ——— To The Rev. Mr. G. H. Paul, Catwick, near Hull, - - - - -	1
October 21,	* Henry Etherington, Esq; now Sir Henry	Hull ——— To Mr. William Jolliffe, Hull,	- - - 2
1775. Feb. 9,	Mr. John Lambert,	Hull, ——— To Mr. Joseph Outram, Hull,	- - - 2
Feb. 24,	Richard Bell, Esquire,	Hull, ——— To Mr. W. Robinson, London,	- - - 1
March 25,	Mr. William King,	Hull, ——— To John Jarratt, Esquire, Hull,	- - - 1
June, 20,	Joseph Pease, Esquire,	Hull, ——— To Mr. Richard Howard, Hull,	- - - 1

* This Gentleman attended at the Treasury at the time the Bill was in its progress through Parliament, and assured the Lords Commissioners of giving the Undertaking his utmost support.

NUMBER VII.

The following Extracts of several Letters from the Secretary of the TRINITY-HOUSE at KINGSTON-upon-HULL, to MR HAMMOND, during his attendance in London for the purpose of soliciting the ACT for the establishment of a LEGAL QUAY, and for the making of a DOCK at HULL, are inserted in this Appendix; in order to explain the Conduct of the TRINITY-HOUSE, under whose respectable authority he acted in the whole progress of this business.

Trinity-House, HULL, 24th March, 1773.

“ I AM commanded to acquaint you that yesterday MR CORTHINE met the Corporation of the Town, respecting the Quay business; when the Bench (of Mayor and Aldermen) agreed to engage in the undertaking; and accordingly a subscription was opened to be in one hundred Shares, no person to take more than two Shares, and to be first offered to the proprietors of warehouses, in the *High Street*, who may think themselves injured. And about twenty-four Shares are already subscribed, but this House has neither yet had any offer nor been at all consulted.”

Trinity-House, HULL, 27 March, 1773.

“ AS the proposals of Government delivered by Mr. CORTHINE, have been accepted by the Mayor and Burgesses, it only remains that the Rights and Privileges of this Corporation should be secured, and, as far as practicable, extended for the good accommodation of Trade and Shipping.”

“ No conference has yet been held by the Corporations, but the Bench of Mayor and Aldermen, yesterday, came to a resolution that the *Trinity-House* should have the offer of taking the same number of Shares in the Subscription as they themselves had taken, which is ten Shares, and accordingly the House have agreed to accept thereof.”

Trinity-House, HULL, May 29th, 1773.

“ BY the command of the Corporation, I am to acknowledge your letter of the 25th Inst. to the Committee on the business of the intended Dock and Quay, and I am to acquaint you that since nothing effectual can be done this Session, the House must submit to the procrastination, hoping the Town will be more *unanimous and active* the next year.”

Trinity-House, HULL, April 5, 1774.

“ THIS House duly received your esteemed favours of the 30th ult. and 2d inst. and are much obliged for the attention you pay to the interest of the Town in general and this House in particular.

" This Day the House gave the Bill a particular perusal, and I am commanded to lay before you, their remarks thereon; amongst others, that as Keels and other River Vessels will be more particularly benefited by the intended improvements, they ought to be charged with some small duty of one shilling a voyage, to be paid both ways if they have merchandise on board."

" Mr. Etherington, Mr. Waller, and Mr. Isaac Broadley, set out for London, to-morrow, and it is to be hoped you will be able to combat any opposition you may meet with in the finishing this important business; the House are extremely glad to find you intend to remain in Town to the completion of the business, which they have no doubt of your doing with advantage to the Town and honour to yourself."

Trinity-House, HULL, April 12th, 1774.

AFTER some observations respecting the Sufferance Quays in the Old Harbour, the Letter adds, "and it is the unanimous opinion of the House, that the whole business of this Port, cannot be done on the LEGAL QUAY and in the DOCK only."

Trinity-House, HULL, April 26th, 1774.

" THE House is very much rejoiced that the important business of the DOCK and QUAY is at last brought to such an agreeable conclusion, and I have it in Command to return you their sincere thanks for the active part you have so laudably taken in this application."

NUMBER VIII.

As the Rental of the remaining Granted Ground between Beverley and Hesse-Gates is mentioned in the Case, it is here annexed.

From Beverly-Gates to Myton-Gates

				£.	s.	d.
John Orton,	—	—	—	5	5	0
William Rushworth,	—	—	—	2	12	6
Charles Goodyer,	—	—	—	3	3	0
Joseph Hewitt,	—	—	—	0	10	0

From Myton to Hesse-Gates.

Joseph Cooke,	—	—	—	5	5	0
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Per Annum £. 16 15 6

NUMBER

NUMBER IX.

THE QUAY by *Mr Grundy's* plan, which was that directed by the Act, contains 11681 Yards.
 The DOCK by *Mr Grundy's* plan, as likewise directed by the Act, contains 44871 Yards.

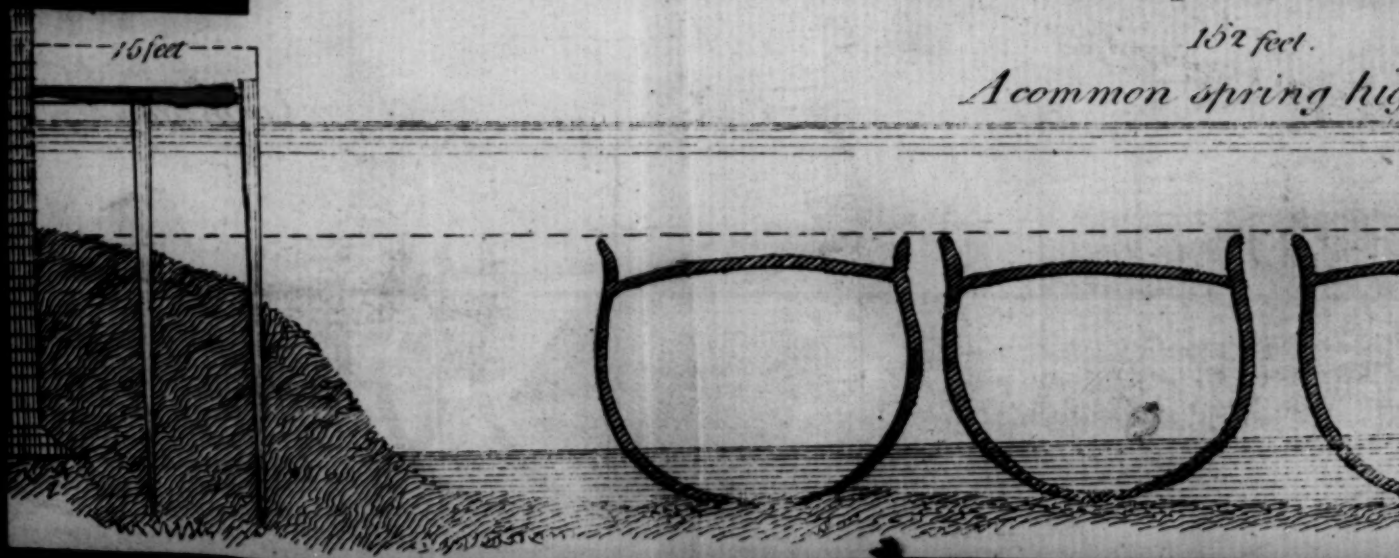
The QUAY, as it is now constructed,	—	—	—	contains 18163 Yards.
The DOCK as it is now constructed,	—	—	—	contains 48074 Yards.
The Basin — — — —	—	—	—	contains 1666 Yards.
Ground left for the Custom-House	—	—	—	contains 2435 Yards.

THE END.

Proposed Alter

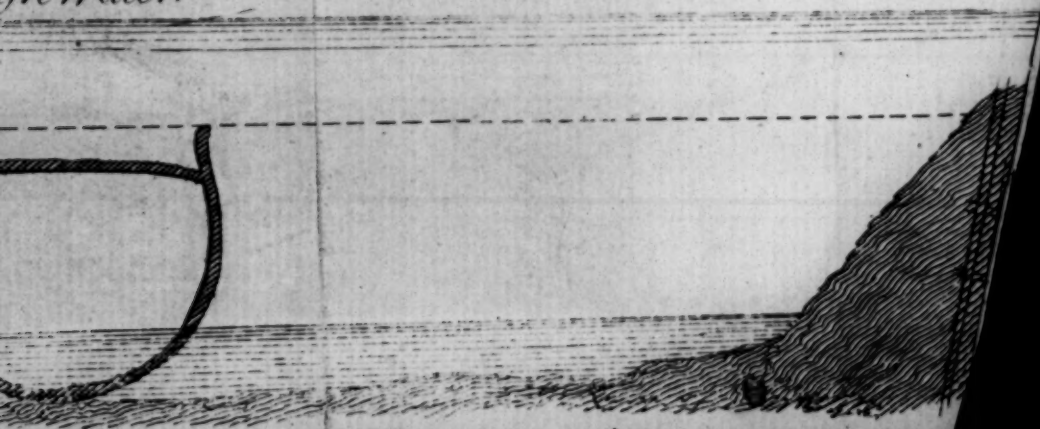
152 feet.

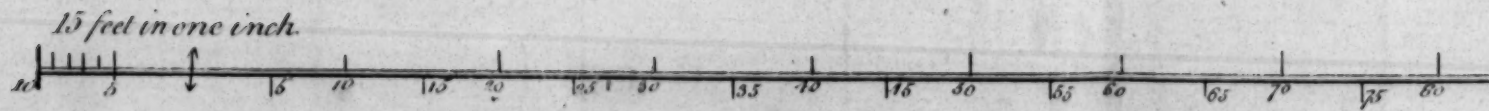
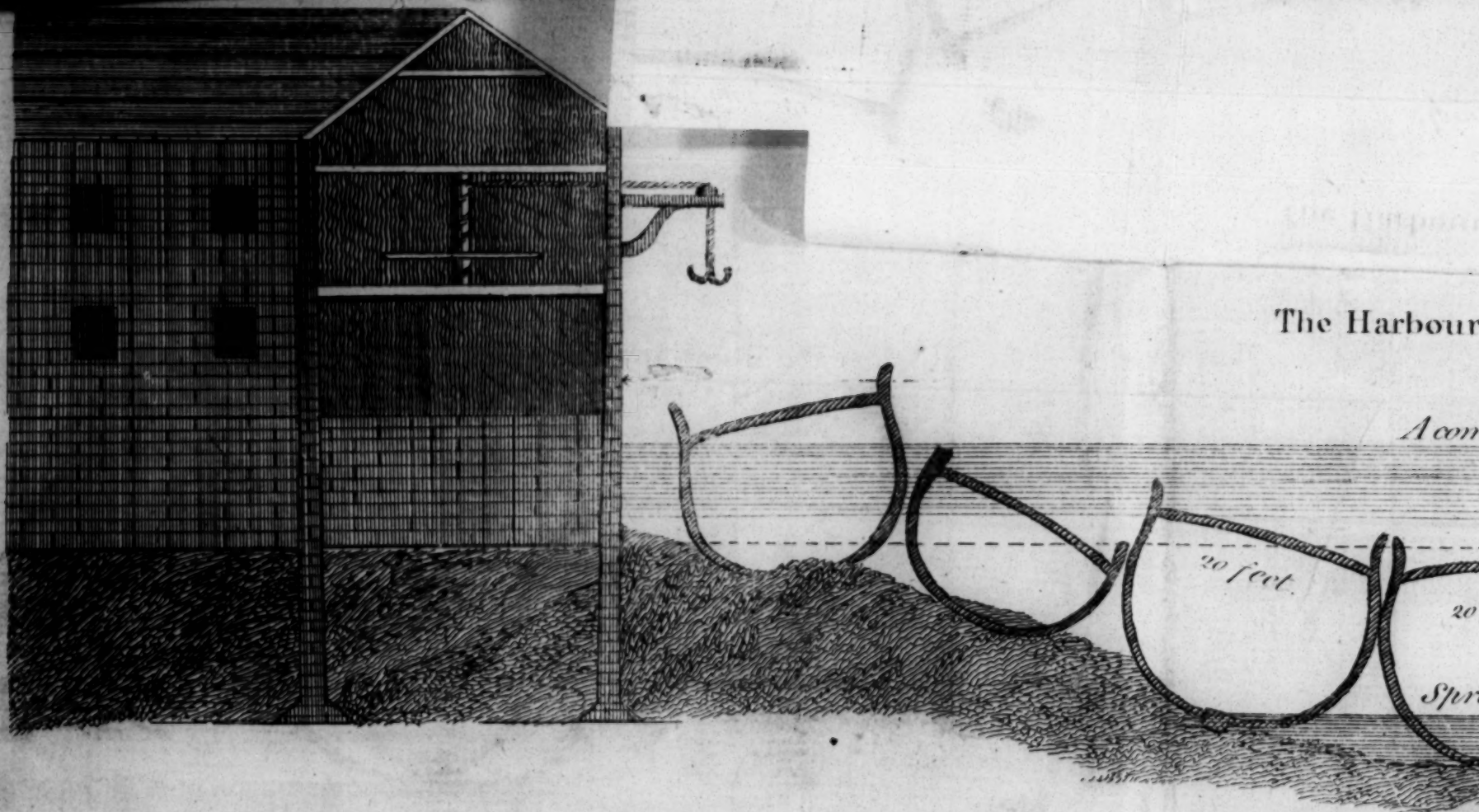
A common spring high



rations for the mooring of Ships in the old Harbour according to the Directions of the Dock Act.

gh Water.



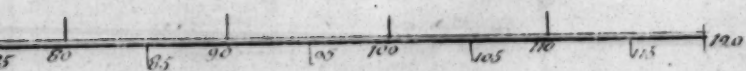
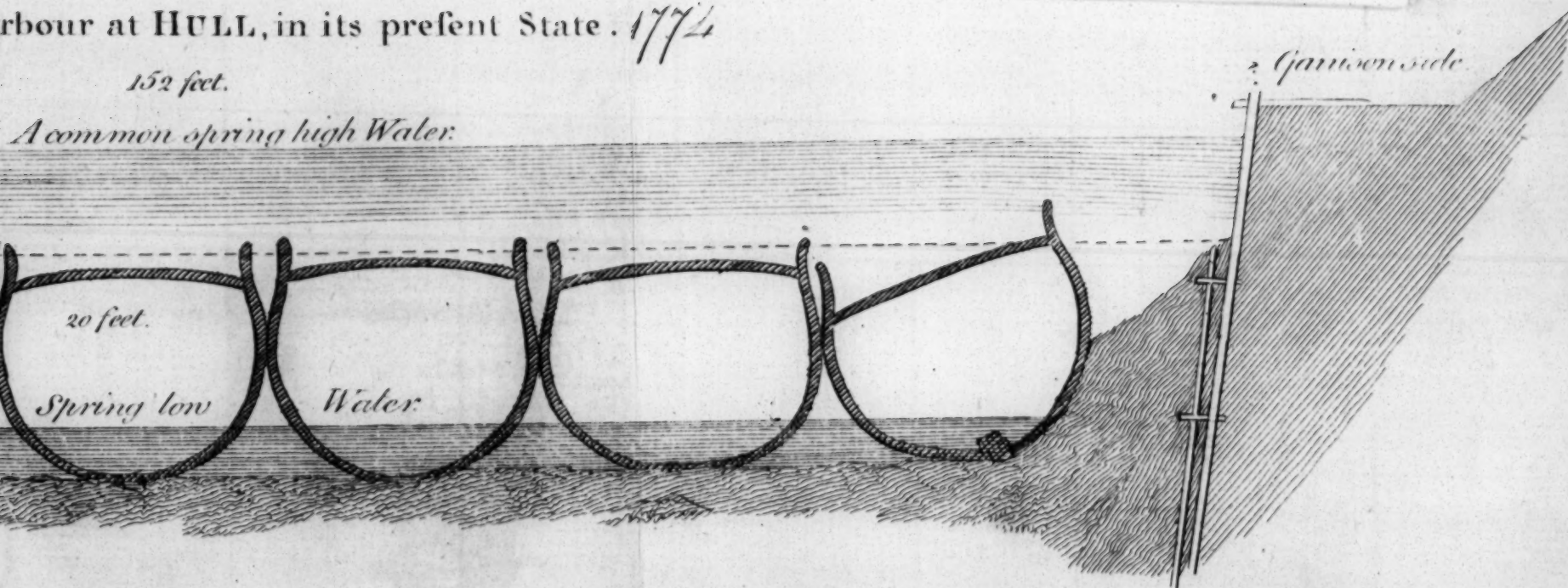


The prick'd line (about 8 feet below the common spring high Water) is near
 There is not near so much difference between the Neap low Water and

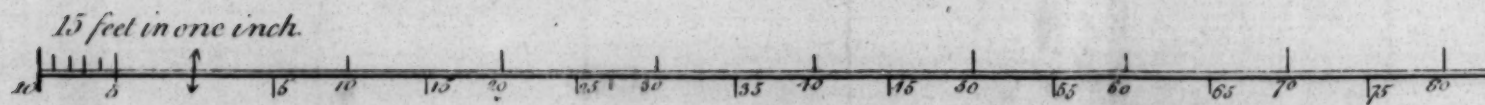
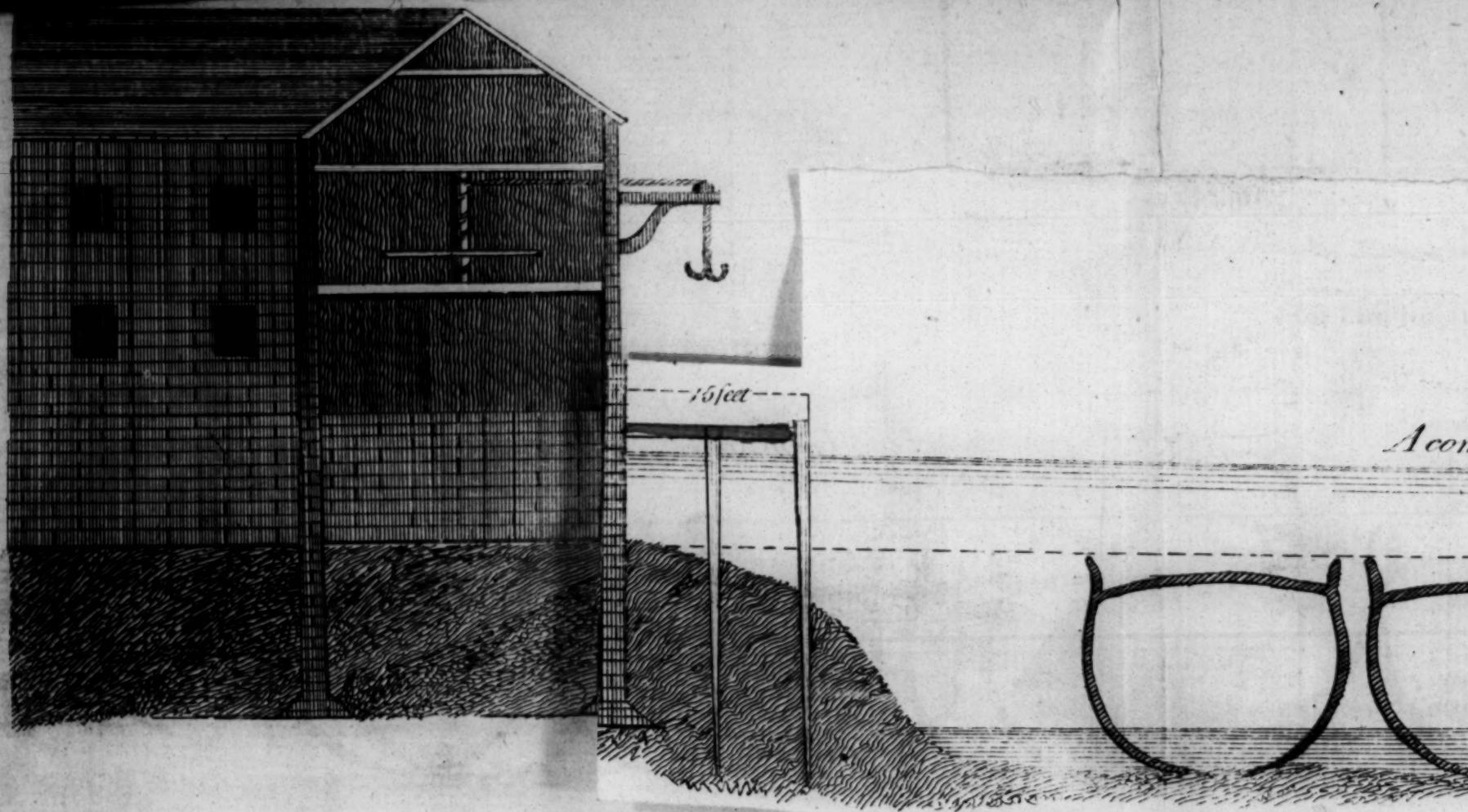
Harbour at HULL, in its present State. 1774

152 feet.

A common spring high Water:



*nearly the common height of the Neap high Water
and the spring low Water.*



The prick'd line (about 8 feet below the common spring high Water) is near
 There is not near so much difference between the Neap low Water and

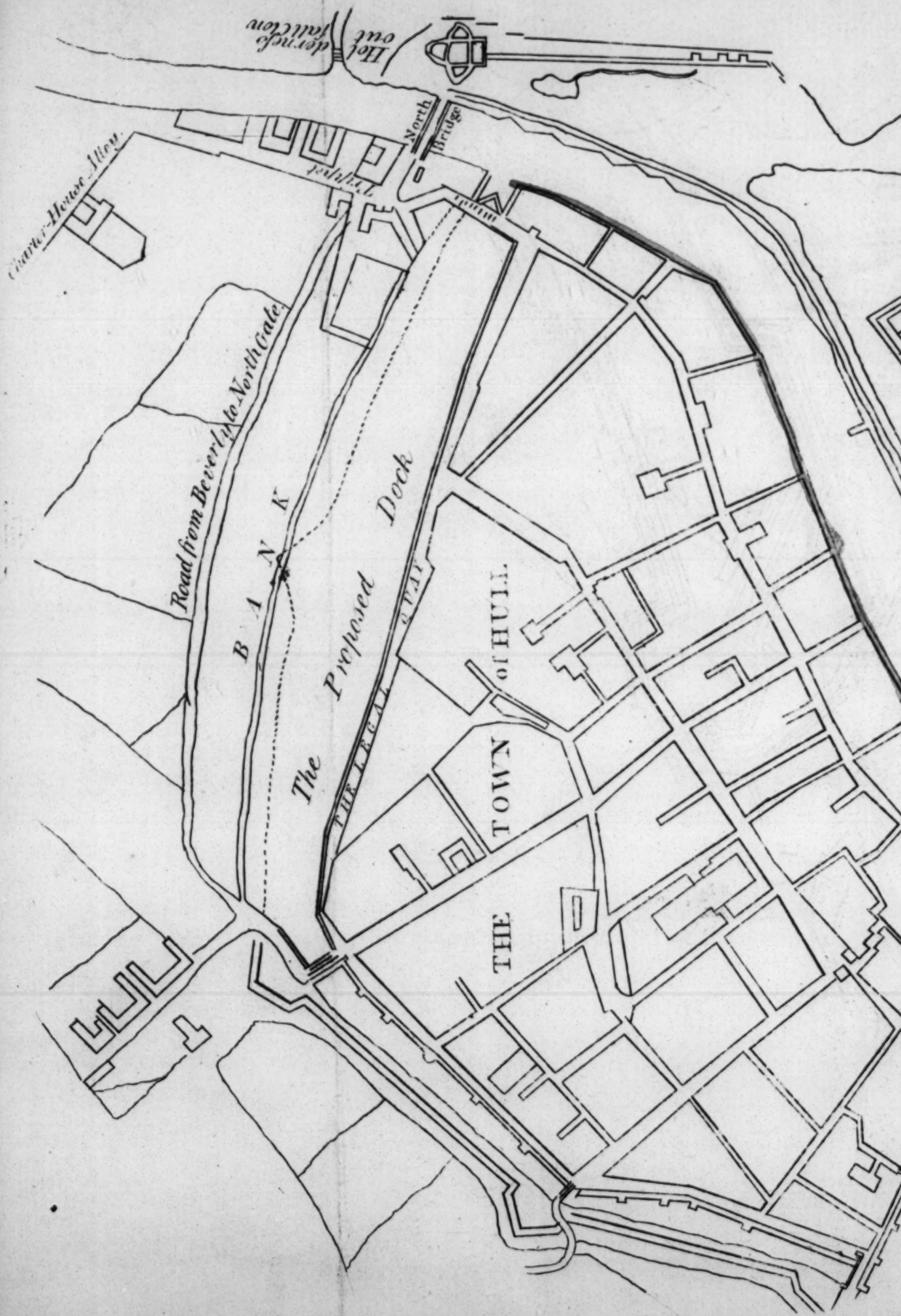
Proposed Alterations for the mooring of Ships in the old Harbour according to the Directions of the Dock Act. 1801.

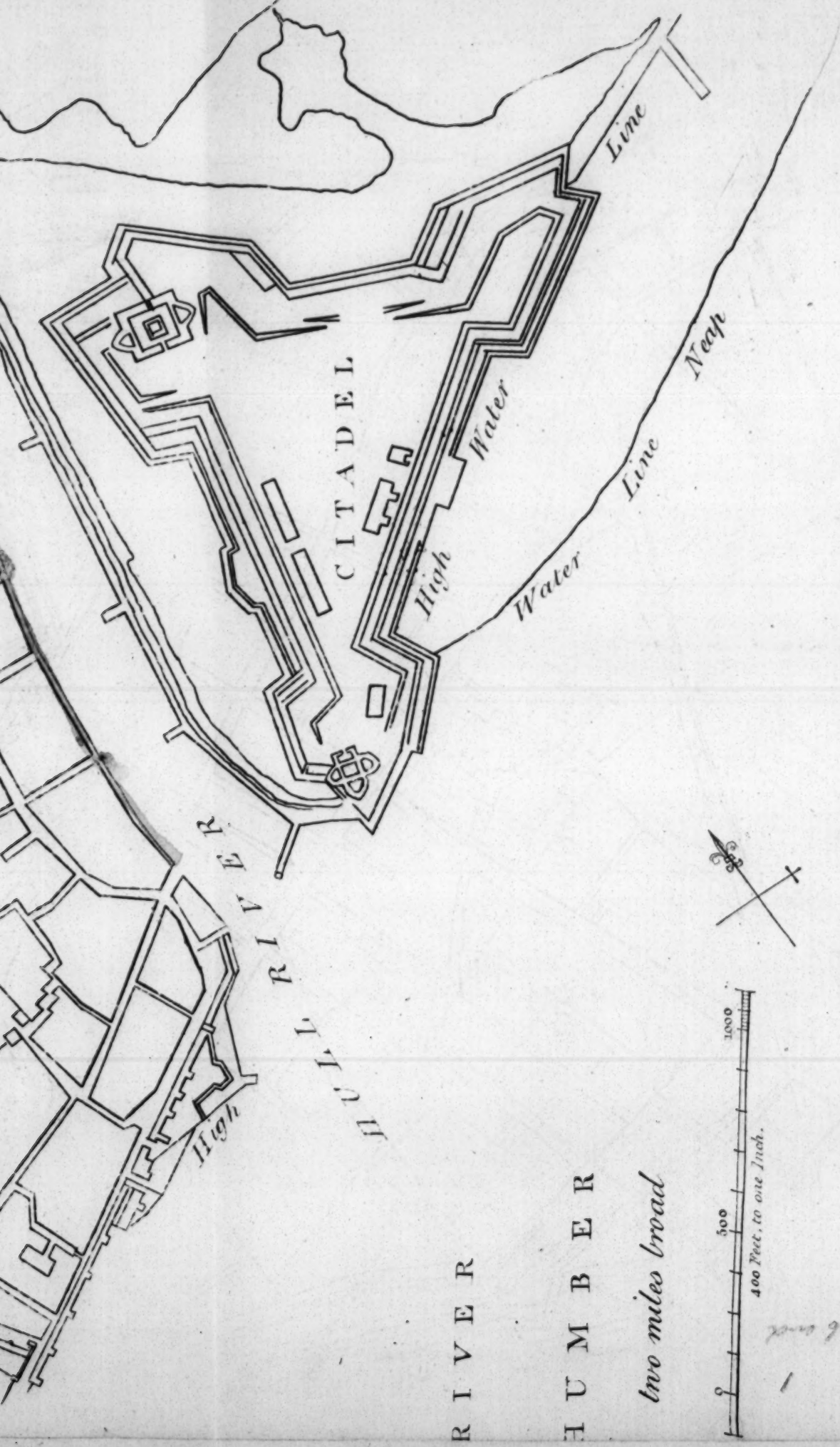
152 feet.

A common spring high Water.



...nearly the common height of the Neap high Water.
...er and the spring low Water.





The Red Line shews the Suffernice Quay, which projects 15 feet.